



TRANSBAY JOINT POWERS AUTHORITY

**TRANSBAY JOINT POWERS AUTHORITY
CITIZENS ADVISORY COMMITTEE**

MEETING MINUTES

Tuesday, February 14, 2012
Transbay Joint Powers Authority
201 Mission Street, Suite 2100
San Francisco, CA

Meeting #041

5:30 p.m.

CITIZENS ADVISORY COMMITTEE

Jim Lazarus, Chair
Andrew Brooks, Vice Chair
Anthony Dimas
BJ Dietz Epstein
Michael Freeman
Kelly Gregory
Steve Im
Marcus Krause
David Milton
Jane Morrison
D'Arcy Myjer
Ted Olsson
Nathan Rapp
Pascale Soumoy
Marla Wilson

Executive Director
Maria Ayerdi-Kaplan

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1. Staff Report – Robert Beck (TJPA Staff Liaison)

A quorum was not initially achieved. Item #1 “Call to Order” was moved to Item #2 and Item #2 “Approval of Minutes of December 13, 2011” was moved to Item #3. Item #3 “Staff Report” was moved to Item #1 and an unofficial Staff Report was given by Mr. Beck.

2. Call to Order

The meeting was called to order by Jim Lazarus, Chair, at 5:40 pm when a quorum was formed with 11 of the 15 voting members present as follows: Jim Lazarus, Andrew Brooks, BJ Dietz Epstein, Michael Freeman, Kelly Gregory, Steve Im, Marcus Krause, Jane Morrison, D’Arcy Myjer, Nathan Rapp, and Pascale Soumoy.

3. Approval of December 13, 2011 Meeting Minutes

Chair Lazarus asked if there were any comments or corrections to the December 13, 2011 Draft Meeting Minutes and there were none. Marcus Krause made a motion to approve the December 13, 2011 Meeting Minutes, the motion was seconded by Andrew Brooks. A vote was called by voice and the December 13, 2011 Meeting Minutes were approved unanimously.

4. Construction Update - Steve Rule (Turner Construction)

Mr. Rule provided an update on construction activities through January 2012. The Buttress, Shoring and Excavation (BSE) package work continues. Pre-trench and CDSM shoring wall work are effectively complete. Excavation and bracing have started and the traffic bridge work timeline was reviewed. The buttress work continues with 40 completed and 42 are expected to be completed by the end of the week.

Views of ongoing work in the zones were shown including sound walls, dewatering, and bracing. The archaeologist’s think that excavation has advanced beyond where they will make archaeological finds, but remain on-call.

There is one remaining utility package and the rest are substantially complete. The pin piles are being placed for the traffic bridges. The First Street traffic bridge is scheduled to go in on the Memorial Day weekend, the Fremont Street traffic bridge on Labor Day weekend, and the Beale Street traffic bridge on Veterans’ Day weekend.

Marcus Krause asked if construction was ahead of schedule because of the mild weather. Mr. Rule replied that the mild weather has been good for welding and the west end shoring is a little ahead of schedule. Mr. Krause asked if any rain days had been taken and Mr. Rule replied no. B.J. Dietz Epstein asked about notification to the disabled community in regard to any pedestrian sidewalk closures. Mr. Rule advised that there are many resources including Community Outreach Meetings, 10 Day Look-Ahead, CAC Meetings, etc. that are currently being and will continue to be used to keep the public informed. Kelly Gregory asked if there will be dedicated bike lanes across the traffic bridges and Mr. Rule responded no, the lanes will continue to be as the road is now.

Chair Lazarus thanked Mr. Rule for his presentation and asked if there were questions. There were none.

5. Fast Start Proposal for DTX and Caltrain Electrification – Luis Zurinaga (San Francisco County Transportation Authority)

Mr. Zurinaga outlined the background of San Francisco County Transportation Authority's (SFCTA) commitment to bringing High Speed Rail (HSR) from the San Jose/Diridon Station into Transbay Transit Center. In the Transbay program, the TJPA and the region have committed \$1.6 billion towards HST and HST related improvements. The San Francisco High-Speed Rail Technical Working Group brings together multiple agencies to speak as one voice. They have affirmed and continue to affirm Transbay as the north terminus for High-Speed Rail. A list of member agencies was given and their accomplishments.

Draft High-Speed Rail Business Plans were issued in 2008, 2009 and November 1, 2011. San Francisco issued comments on January 13, 2012 restating that the HSR terminus in San Francisco is the Transbay Transit Center (TTC) and not 4th and King Street, suggesting that the funds to make 4th & Townsend a temporary terminal would be better utilized being spent directly for the TTC and Downtown Extension (DTX) construction, urged that the HSR be advanced between San Francisco and San Jose earlier than 2034, and proposed a Fast Start Project.

Mr. Zurinaga discussed some of the concerns the SFCTA and City stakeholders have with the 2011 Draft High-Speed Rail Business Plan and outlined some of the elements of the Fast Start Project. The Fast Start Project would combine the Caltrain electrification and DTX projects, run trains up to 110 miles per hour on the Peninsula, replace the current Baby Bullet with HSR, provide the best chance of attracting funding, and build consensus on the Peninsula.

In merging the two projects, there would be an opportunity for public/private partnership; implementation can begin quickly, because both projects are environmentally cleared; and some funding is in place. Ridership between San Jose and San Francisco would be high and Fast Start could be used as a model for incremental system-wide expansion. Cost savings and ridership projections were discussed. SFCTA is completing a feasibility study which is being reviewed and could be out next week.

D'Arcy Myjer asked about consensus on the Peninsula and Mr. Zurinaga replied that they have been working with the elected officials, improved service is a positive, and they are putting together a Memorandum of Understanding (MOU). After working with the elected officials agree, the Fast Start proposal would be presented it to constituents along the corridor. A question was asked if the Fast Start Proposal has been compared to extending BART to San Jose along the Peninsula. The answer was no because BART has a different gauge and cannot use the existing tracks.

Chair Lazarus thanked Mr. Zurinaga for his presentation. He asked if there were any further questions or comments and there were none.

6. Below Grade Construction Package – Randy Volenec (Pelli Clarke Pelli Architects)

Mr. Volenec advised the Buttress and Shoring package is progressing and a year from now they will complete the excavation in Zone 1 and be ready for the next package (Early Below Grade) which will bring construction back up to grade. Several slides were provided to review the current Buttress and Shoring Package work and introduce the Early Below Grade Package work. The shoring wall cuts off water and reduces the amount of dewatering that will have had to be done in the train box. He explained how friction tie downs work to resist the uplift pressures from the high water table after construction is complete. There will be 2,250 tie downs in the site. Mechanical support and framing will be cast into the structure walls and slabs. Mr. Volenec showed how the waterproofing for the mat slab and foundation walls will be accomplished, explained the dewatering process, and illustrated how utility penetrations would be accommodated.

Chair Lazarus asked if the tiedowns that will be used is a newer technology then the process that was used for Bay Area Rapid Transit (BART). Mr. Volenec replied yes and that it is more cost effective.

Mr. Volenec discussed the systems that will go under the mat slab such as the geothermal loop system for heating and cooling. The Early Below Grade Package brings the construction to grade and then the next package (Superstructure Package) will construct the above grade structure up to the Park level.

Chair Lazarus asked, due to talk of delays regarding HSR, if the TJPA has thought about alternative uses for the lower floors. Bob Beck replied that there have been some discussions about a few options if there are lengthy delays, but not extensively. The challenge with any interim use will be the need to offset or recoup and expenses needed to accommodate the interim use.

Chair Lazarus commented that if the environmental is cleared for the tunnel build out, it would be good to get that work underway and put people to work. Bob agreed that if there is money available it would be better spent on the DTX than on 4th & King.

Chair Lazarus thanked Mr. Volenec for his presentation. He asked if there were any further question or comments and there were none.

7. Public Comment

Chair Lazarus asked if any member of the public had any comments or questions and there was none.

8. CAC Member Comments & Future Agenda Requests

Chair Lazarus asked if there were any further questions, comments or agenda requests and there were none.

9. Adjourn

Chair Lazarus adjourned the meeting at 6:50 p.m.

10. Next Meeting

The next meeting is scheduled for March 13, 2012.

The Ethics Commission of the City and County of San Francisco has asked us to remind individuals that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [Campaign and Gov't Conduct Code, Article II, Chapter 1, § 2.100, et seq.) to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102, telephone (415) 252-3100, fax (415) 252-3124 and web site: www.sfethics.org.